



## **Picnic July 21, 11 AM**

Come to the picnic and enjoy the scorching heat! We'll have plenty of shade, as well as hamburgers, hot dogs and drinks provided by the Chapter. The picnic will be in the grassy area behind Budget Rent A Car, next to the airport fence. Members will bring condiments, side dishes and desserts. Ken McKenzie will be calling you to get your contributions.

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### **Upcoming Topics**

Dates and topics may will change!

July 21: Chapter Picnic, 11AM, near Budget

Aug 22/TBD: Oakland FSDO

Airport Event Safety Guidelines

Sep 26/TBD: John LaNue

Building the Vickers Vimy

Oct 24/TBD: Scot Stambaugh

Aircraft Wiring Basics/Tools

Nov 28/TBD: Speaker needed – who?

The Care and Feeding of Warbirds?

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### **Photo Gallery on the Web**

Several members have suggested a photo gallery on the web, which would have photos from the Chapter on a rotating basis. That would allow more and higher quality pictures than we can get in the Cleco. Your webmaster is busy figuring out a scheme to post photos for 30 to 90 days and then remove them, all while making this easy to manage. We can probably devote 100 to 200 MB to this activity. Send your pictures to Harvard with a file name and description that describes the picture.

### **Presidential perspective:**

#### **My Adventures as a Fly-In Gypsy**

Last year, right about this time (ok, maybe a few weeks earlier) I began what was to be my longest vacation since college. I spent the better part of 5 weeks moving from Fly-In to Fly-In.

It began with 3 days at the Golden West Fly-In in Marysville, CA in the middle of June. Since I was a full time volunteer all three days, my recollection is mostly a blur of good food and even better conversations with attendees as they passed by my gate. Linda and I stayed on site, camping in our tent. This allows one to be completely immersed in the experience. We were literally eating, sleeping and breathing the event (except for the minor issue of working full time). Volunteering allows for a much different experience than one would otherwise get attending the Fly-In as a paying customer. In many ways it is much more narrowly focused. Instead of experiencing the aircraft, performances and exhibitors you experience the human side in its complete spectrum. You encounter both the veteran Fly-In pilot as well as the novice who knows absolutely nothing about airplanes and flying. As I have stated before, I find this type of encounter particularly energizing. However I also have an appreciation for the other side of the Fly-In. That is why I make it a point each year to attend the Arlington Fly-In. There I remain exclusively an admission paying attendee.

So Arlington, WA (20 miles north of Seattle) was my next stop. If you have never been to the Arlington Fly-In you are missing a treat. It has the distinction of

being the biggest Fly-In on the west coast. It also runs 5 days (Wed thru Sun) immediately following the 4th of July. Not much has changed in the 15 or so years that I have been attending Arlington. They have just focused on what they do best, that is putting on a great Fly-In, in one of the most beautiful spots in the country. Here again, we set up camp, this time for a full week (arriving 2 days early). They pay particular attention to the camping guest and consequently they really do it well. They serve an astounding 900 plus campsites and many of their participants have been returning for decades. The food vendors on site are very good and the off site restaurants are the best I have found anywhere. There is one Mexican place nearby that is so much better than any I have found anywhere else (this includes over 20 years spent vacationing in central Mexico!) that it is literally the first place I stop on my way in and the last place I hit before I leave. This Fly-In is where I attend interesting forums, talk to builders of interesting airplanes, see amazing new products and generally get to know people from a completely different locale. This event is small enough that you can see everything in a couple of days and not feel rushed. This is more like an actual vacation.

From there we traveled across I-94 through Washington, Idaho, Montana, North Dakota, Minnesota, and finally Wisconsin. It was interesting tent camping across the northwest but not the simplest way to go. Due to weather and scheduling issues we only managed to use the tent every other night. I can attest to the fact that Motel 6 is a great fallback option, albeit at twice the price. I am fortunate to have relatives who have a cabin on a lake only 6 hours drive from Oshkosh. Needless to say we spent a week fishing and boating waiting for the Oshkosh event to begin.

Now we arrive at the mother of all Fly-Ins. We drove down a few days early in order to get settled in time for the event to begin. This was our 8th or 9th time attending Oshkosh but our first time as

campers. It is an amazing thing to be part of an instant city of 40,000 plus people that literally springs up in the space of a month in otherwise empty fields using literally hundreds of acres and disappears just as quickly once the event is over. Now I can state without fear of contradiction that it is impossible to see everything at Oshkosh in just 7 days. It's simply too big. I attended the show for over 6 years before I found out where the Ultralight operations were. It takes the better part of 2 days just to go through all the exhibitors. There are more people selling more aviation related things than I ever thought existed. Last year I focused on an area that I had always missed in prior years; Forums. I managed to attend every talk that Burt Rutan and Mike Melville gave and even a few others. Probably 10 or 12 hours total, plus about 4 more related to EAA chapter operations (presidential responsibilities extend even to Oshkosh). I did manage to talk to several GlaStar pilots and even ran into a few friends that I hadn't seen in over 6 years. Sometimes it seems a very small world. I spent quite a bit of time hanging out at the Eggenfellner Subaru Engine tent talking about my favorite Aero powerplant both with the proprietors as well as other prospective customers. I managed to attend a few really awful parties but mostly I just hung out at the Fly-In or the campground and always found interesting people to get to know and share our favorite hobby with. We actually left the Fly-In on Saturday, a day early, because we had quite literally had enough.

So it was back to the lake for another few days and then straight back home on I-80, camping when we could and Motel 6 when we couldn't. All in all, it was an enjoyable 5 weeks filled with adventures both Aero and otherwise. We got to see a lot of the west from ground level and managed to do it all for about \$800 worth of gas. All in all it was a rather inexpensive vacation. I can't wait to repeat the adventure in the air. Now if I could just remember where I put my rivet gun...

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**Inside Golden West** by Bill McCoy

Air shows bring out the “kid” in each and every one of us. Golden West EAA Regional Fly-In and Air Show was an excellent example. Especially if you are one of the lucky ones that get to participate as a volunteer in the infinite multitude of chores and services that every Air Show must have to succeed.

Our fellow 393 member Charles Hester and I arrived at the Yuba County Airport in Marysville, CA, Friday night, June 6, nearing 11:30 PM. After driving up and down the Taxi Way a few times, including right in behind the two F-18s sitting in their “secured area,” we decided to call Ken McKenzie to get directions to EAA Tent City, before Security did. It was on a beautiful grassy area surrounded by shrubs and trees, with its own private Porta Potty, just behind the Control Tower. Thanks, Ken for helping to set up Charles' tent at 1 AM in the morning, and for loaning me your extra tent and setting it up the next day, with the help of Linda. Linda sure runs a “mean” (as in good) hot dog stand !! We will have to remember that for our upcoming Picnic. Ken, his wife Linda, Pat Peters, his son Tracy, and others from 393 had been in Marysville for more than a week, building the infrastructure and facilities that made the Air Show and Fly-In the success it was.

Charles Hester and I were able to obtain a “Media Pass” and Charles spent two days taking over 800 digital 35mm shots and I, more than 4 hours of Super Hi 8 Video. I can hear the “ Oh-No's” now, but I promise to do a lot of editing.

A very special moment occurred while in the Control Tower interviewing the Air Traffic Controllers along with Mr. John Gibson -- an F-18 commenced it's maneuvers and I was able to get some very special footage as seen by the Air Traffic Control people.

With more than 630 planes of every description that you can imagine, two days of Air Races, and great aerobatics by world champions from all over the US and Russia, the time spent there is difficult to put into

words. Especially in such a limited space as we have available in this issue.

It truly is like the old saying goes, you had to be there to believe it! So start making your plans now, for next year.

It took the two days to cover it all. Hot Air Balloons, and the zany, humming, Ultra Lights that anchored the far Northern end of the Airport to the proud and majestic War Birds that anchored the Southern end and all the wonderful people that were in between.

Air Shows are like candy stores, which brings to mind, our friend, Charles Hester. While shooting his Digital 35mm camera throughout the Air Show, he bought a \$500.00 welder from a vender (...not just any welder, this thing slices, dices, changes diapers, well, you will have to hear it from him, and I'm sure you will) and a beautiful Cessna 150, IFR and GPS equipped, no less. He does not yet have his license, so one of our lucky members will just have to fly him around in that Red, White, and Blue beauty, with its polished mahogany instrument panel. Maybe we should have a raffle to see who wins the left seat.

It was delivered to Charles by its past, proud owner, Don Dell of Montague, CA at Buchanan Air Field on 7-07-07!! I guess 7's are lucky.

God Bless America.

Bill McCoy



Charles new beauty!



A Low Pass!



Buy it here!



Forums galore!



The light



and the Heavy



Lots of Planes



lots of people

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### **Fly Outs Revitalized** by Scott Achelis

Our July 28 destination is TBD. Send your ideas to [EAA.393.flyouts@gmail.com](mailto:EAA.393.flyouts@gmail.com)

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### **Young Eagle Events** by Dick Sperling

On short notice our team of dedicated Chapter 393 volunteers once again saved the day for an impromptu Young Eagles event! This time for the National "Wild West" Mustang Automobile enthusiasts Show held at Buchanan Field. Friday night Crosby, Marilyn and I found our assigned spot and set up our pop-up for the weekend's action. On Saturday and Sunday, blessed with the help of Bill McCoy, Charles Hester and Rick Henne, we survived the questions of several thousand automobile aficionados in support of our Young Eagles program. Along with about 400 rare Mustang Autos, we also enjoyed the attendance of one P-51D Mustang Aircraft there for a photo opportunity.

Fun was had by all!

Our next Young Eagles Rally will be held on 25 August (and then on October 6). Please mark your calendars now! Thanks.

Onward and upward.

Dick Sperling

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### **New Membership Activities** by Bill McCoy

As all good air plane builders, mechanics and pilots know, there is a right tool for every job. And so it is for building our organization. Every member is our best tool for introducing new members into, what I feel, is one of the most exciting fields one can hope to be a part of. Never pass up a chance to tell someone what a great bunch of people you are lucky enough to be around, and invite them to the next membership meeting. The old tried and true "arms length method," --if they are within arms length of you, tell them about EAA 393.

We will soon be part of the Pleasant Hill Chamber of Commerce, and an event involving our sponsored race car at Paddock Bowl will happen July 18, 2007, from 5:00 PM to 7:00 PM. EAA 393 members are cordially invited. Free hors d'oeuvres and a fun two hours to say the least.

We have some very exciting events coming up, so stay tuned, check your e-mail regularly, stay in touch. I think we just got a "take off" clearance from the tower.

Bill McCoy

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### **EAA 393 General Meeting**

June 27, 2007

President Ken McKenzie opened the meeting and welcomed guests.

#### **Announcements:**

- 1) Louis Goodell has received a shipment of name badges – come and get yours.
- 2) The Picnic is coming, sign up. We need a couple of BBQs and operators.
- 3) Golden West is coming! Ken is now (again) on the board. He will be there all three days and recommends all three days for everyone.

## Presentation:

Ron Robinson and his girlfriend Jeanne Robinson went to Dubai and the Middle East in March with a Stanford/UC Berkeley travel/study tour group. He presented slides and described his experiences on the trip.

He reports that most of the Middle East is "normal" despite the Iraq war with the U.S. Dubai has big plans to become the business/tourist capital of the Middle East. They are spending a great deal of money (from their oil resources) on business and tourist resources. Dubai is already a very busy place. The hotels are almost all full and the traffic is worse than our freeways. Most of the development is taking place on the coast. Inland, there is some development, but it is not as fancy.

Q: Any nuclear power? A: It's all fossil power as far as he knows.

Q: Young people? A: They saw teenage kids, but did not have any contact with them.

Q: Locals friendly? A: Yes, there was no evidence of anti-Americanism.

Q: Any police presence? A: Not obvious. The crime rate is low and the punishments are severe.

Q: Did your trip require a lot of paperwork? A: No, just passports and a visa (for Qatar).

Q: Other tourists? A: Yes, Germans, Japanese and others.

Q: Language issues? A: Everybody spoke English.

Ron remarked on Sultan Qaboos bin Said, who had directed a remarkable renaissance in his country since 1970, when he came to power after the abdication of his father. He was educated in England, and immediately set out to modernize his country. He has very much succeeded. He has no heirs, so

his successor will be chosen by the royal family counsel.

A few of Ron and Jeanne's outstanding pictures:



A new hotel built out in the bay at Dubai. The disk extending out near the top houses a tennis court!



Elaborate waterways surround some of the hotels in Dubai.



These goats are at the market.



But when it does rain, they get flash floods!



An indoor market.



(PR picture:) Dubai has 25% of the world supply of these construction cranes!



The interior of the country is quite dry.

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### **EAA 393 Fly Out to Auburn**

June 30, 2007

Harvard and Sara Holmes flew up in their Mooney, Ron Robinson flew up in his Glasair, and Scott Achelis was there in his car, after delivering his wife to a shower. Scott brought his cousin-in-law, and Harvard and Sara also met up with two friends, and

we ended up talking and having a good time until well after the restaurant closed!



Scott Achelis, Scott's cousin-in-law Dave, Ron Robinson, and Harvard Holmes enjoy the filtered sunshine.

### EAA 393 Board Meeting

July 3, 2007

Attending: Ken McKenzie, Harvard Holmes, Dick Sperling, Bill McCoy, Linda McKenzie

1. We discussed Cleco contents, including pieces about the Ford Mustang car show at the airport; Bill McCoy and Charles Hester's experience at Golden West; and the other usual content.
2. Golden West was discussed, especially how to increase attendance.
3. There is a good restaurant at Marysville – a good fly out destination.
4. Bill McCoy presented his idea to join the Pleasant Hill Chamber of Commerce to get more exposure for the Chapter. The cost is \$240 per year (Concord CC is \$600). The Board was generally favorable, but did not have a quorum, so no official action was taken.
5. (A few days later) We got our check for the B-17 event from EAA (our share):
 

43 flights at \$30/flight	= \$1290.00
15% of merchandise	= \$442.05
25% of ground tours	= \$424.50
<b>TOTAL</b>	<b>= \$2156.55</b>

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**Meeting Schedule (2007)**

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
<b>Jul 11-15 Arlington Fly-in, Washington</b>		
<b>Jul 21, Picnic</b>	Jul 28	Aug 7
<b>Jul 23-29, AirVenture at Oshkosh</b>		
<b>Aug 22</b>	Aug 25	Sep 4
<b>Aug 25, Young Eagles (Dick Sperling) &amp; Fly Out</b>		
<b>Sep 26, Nominations</b>	Sep 29	Oct 2
<b>Oct 6, Young Eagles (Dick Sperling)</b>		
<b>Oct 24, Elections</b>	Oct 27	Nov 6
<b>Nov 28</b>	Dec 1	Dec 4
<b>Dec 8, Holiday Party, MDPA</b>		
<b>Jan 23, 2008</b>	Jan 26	Feb 5
<b>Feb 27</b>	Mar 1	Mar 4
<b>Mar 26</b>	Mar 29	Apr 1

Our meetings are open to the public. Everyone should consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, fly outs and just plain good old camaraderie.

Our normal meeting time is 7:30PM on the 4<sup>th</sup> Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower.

Chapter 393 Fly-Outs are open to chapter members and their guests. Email [EAA.393.flyouts@gmail.com](mailto:EAA.393.flyouts@gmail.com) (preferred) or meet at the Buchanan Field terminal building at 10am, and we'll try to match people and airplane seats to take as many as possible. If the weather is bad, the fly out will be postponed to the next Saturday, possibly with a change in destination.



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